

FORM PTO-1390
(REV. 11-2000)

U.S. DEPARTMENT OF COMMERCE PATENT AND TRADEMARK OFFICE

ATTORNEY'S DOCKET NUMBER

TRANSMITTAL LETTER TO THE UNITED STATES
DESIGNATED/ELECTED OFFICE (DO/EO/US)
CONCERNING A FILING UNDER 35 U.S.C. 371

0425-0842P

U.S. APPLICATION NO. (If known, see 37 CFR 1.5)

09/852891

INTERNATIONAL APPLICATION NO.

INTERNATIONAL FILING DATE

PRIORITY DATE CLAIMED

PCT/JP00/06787

September 29, 2000

October 1, 1999

TITLE OF INVENTION

HYBRID INFLATOR

APPLICANT(S) FOR DO/EO/US

KATSUDA, Nobuyuki; HIRATA, Norimasa; YAMAZAKI, Masayuki

Applicant herewith submits to the United States Designated/Elected Office (DO/EO/US) the following items and other information:

1. ☒ This is a **FIRST** submission of items concerning a filing under 35 U.S.C. 371.
2. ☐ This is a **SECOND** or **SUBSEQUENT** submission of items concerning a filing under 35 U.S.C. 371.
3. ☒ This express request to begin national examination procedures (35 U.S.C. 371(f)) at any time rather than delay examination until the expiration of the applicable time limit set in 35 U.S.C. 371(b) and PCT Articles 22 and 39 (1).
4. ☐ The US has been elected by the expiration of 19 months from the priority date (Article 31).
5. ☒ A copy of the International Application as filed (35 U.S.C. 371(c)(2))
 - a. ☒ is transmitted herewith (required only if not transmitted by the International Bureau). WO 01/25058
 - b. ☒ has been transmitted by the International Bureau.
 - c. ☐ is not required, as the application was filed in the United States Receiving Office (RO/US).
6. ☒ An English language translation of the International Application as filed (35 U.S.C. 371(c)(2)).
 - a. ☒ is transmitted herewith.
 - b. ☐ has been previously submitted under 35 U.S.C. 154(d)(4)
7. ☒ Amendments to the claims of the International Application under PCT Article 19 (35 U.S.C. 371(c)(3)).
 - a. ☐ are transmitted herewith (required only if not transmitted by the International Bureau).
 - b. ☐ have been transmitted by the International Bureau.
 - c. ☐ have not been made; however, the time limit for making such amendments has NOT expired.
 - d. ☒ have not been made and will not be made.
8. ☐ An English language translation of the amendments to the claims under PCT Article 19 (35 U.S.C. 371(c)(3)).
9. ☒ An oath or declaration of the inventor(s) (35 U.S.C. 371(c)(4)).
10. ☒ An English language translation of the annexes of the International Preliminary Examination Report under PCT Article 36 (35 U.S.C. 371(c)(5)).

Items 11. to 20. below concern document(s) or information included:

11. ☒ An Information Disclosure Statement under 37 CFR 1.97 and 1.98./International Search Report (PCT/ISA/210) w/8 documents
12. ☒ An assignment document for recording. A separate cover sheet in compliance with 37 CFR 3.28 and 3.31 is included.
13. ☒ A FIRST preliminary amendment.
14. ☐ A SECOND or SUBSEQUENT preliminary amendment.
15. ☐ A substitute specification.
16. ☐ A change of power of attorney and/or address letter.
17. ☐ A computer-readable form of the sequence listing in accordance with PCT Rule 13ter.2 and 35 U.S.C. 1.821-1.825.
18. ☐ A second copy of the published international application under 35 U.S.C. 154(d)(4).
19. ☐ A second copy of the English language translation of the international application under 35 U.S.C. 154(d)(4).
20. ☒ Other items or information:
 - 1.) Two (2) SHEETS OF Formal Drawings

U.S. APPLICATION NO (if known, see 37 CFR 1.492)		INTERNATIONAL APPLICATION NO		ATTORNEY'S DOCKET NUMBER	
NEW 09/857891		PCT/JP00/06787		0425-0842P	

<p>21. <input checked="" type="checkbox"/> The following fees are submitted:</p> <p>BASIC NATIONAL FEE (37 CFR 1.492(a)(1)-(5): Neither international preliminary examination fee (37 CFR 1.482) nor international search fee (37 CFR 1.445(a)(2)) paid to USPTO and International Search Report not prepared by the EPO or JPO. \$1,000.00</p> <p>International preliminary examination fee (37 CFR 1.482) not paid to USPTO but International Search Report prepared by the EPO or JPO \$860.00</p> <p>International preliminary examination fee (37 CFR 1.482) not paid to USPTO but international search fee (37 CFR 1.445(a)(2)) paid to USPTO. \$710.00</p> <p>International preliminary examination fee (37 CFR 1.482) paid to USPTO but all claims did not satisfy provisions of PCT Article 33(1)-(4) \$690.00</p> <p>International preliminary examination fee (37 CFR 1.482) paid to USPTO and all claims satisfied provisions of PCT Article 33(1)-(4) \$100.00</p> <p style="text-align: center;">ENTER APPROPRIATE BASIC FEE AMOUNT =</p> <p>Surcharge of \$130.00 for furnishing the oath or declaration later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(e)).</p> <table border="1" style="width:100%; border-collapse: collapse; font-size: small;"> <tr> <th style="width: 20%;">CLAIMS</th> <th style="width: 20%;">NUMBER FILED</th> <th style="width: 20%;">NUMBER EXTRA</th> <th style="width: 20%;">RATE</th> <th style="width: 20%;"></th> <th style="width: 20%;"></th> </tr> <tr> <td>Total Claims</td> <td>30 - 20 =</td> <td>10</td> <td>X \$18.00</td> <td>\$</td> <td>180.00</td> </tr> <tr> <td>Independent Claims</td> <td>4 - 3 =</td> <td>1</td> <td>X \$80.00</td> <td>\$</td> <td>80.00</td> </tr> <tr> <td colspan="4">MULTIPLE DEPENDENT CLAIM(S) (if applicable) Yes</td> <td>+ \$270.00</td> <td>\$ 270.00</td> </tr> <tr> <td colspan="5" style="text-align: right;">TOTAL OF ABOVE CALCULATIONS =</td> <td>\$ 1390.00</td> </tr> <tr> <td colspan="5"> <input type="checkbox"/> Applicant claims small entity status. See 37 CFR 1.27. The fees indicated above are reduced by 1/2. </td> <td>\$ 0</td> </tr> <tr> <td colspan="5" style="text-align: right;">SUBTOTAL =</td> <td>\$ 1390.00</td> </tr> <tr> <td colspan="5"> Processing fee of \$130.00 for furnishing the English translation later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(f)). </td> <td>\$ 0</td> </tr> <tr> <td colspan="5" style="text-align: right;">TOTAL NATIONAL FEE =</td> <td>\$ 1390.00</td> </tr> <tr> <td colspan="5"> Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). \$40.00 per property + </td> <td>\$ 40.00</td> </tr> <tr> <td colspan="5" style="text-align: right;">TOTAL FEES ENCLOSED =</td> <td>\$ 1430.00</td> </tr> <tr> <td colspan="5"></td> <td style="text-align: right;">Amount to be: refunded \$</td> </tr> <tr> <td colspan="5"></td> <td style="text-align: right;">charged \$</td> </tr> </table>	CLAIMS	NUMBER FILED	NUMBER EXTRA	RATE			Total Claims	30 - 20 =	10	X \$18.00	\$	180.00	Independent Claims	4 - 3 =	1	X \$80.00	\$	80.00	MULTIPLE DEPENDENT CLAIM(S) (if applicable) Yes				+ \$270.00	\$ 270.00	TOTAL OF ABOVE CALCULATIONS =					\$ 1390.00	<input type="checkbox"/> Applicant claims small entity status. See 37 CFR 1.27. The fees indicated above are reduced by 1/2.					\$ 0	SUBTOTAL =					\$ 1390.00	Processing fee of \$130.00 for furnishing the English translation later than <input type="checkbox"/> 20 <input type="checkbox"/> 30 months from the earliest claimed priority date (37 CFR 1.492(f)).					\$ 0	TOTAL NATIONAL FEE =					\$ 1390.00	Fee for recording the enclosed assignment (37 CFR 1.21(h)). The assignment must be accompanied by an appropriate cover sheet (37 CFR 3.28, 3.31). \$40.00 per property +					\$ 40.00	TOTAL FEES ENCLOSED =					\$ 1430.00						Amount to be: refunded \$						charged \$	<p>CALCULATIONS</p> <p>PTO USE ONLY</p>
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a. ☒ A check in the amount of \$ **1430.00** to cover the above fees is enclosed.


b. ☐ Please charge my Deposit Account No. _____ in the amount of \$ _____ to cover the above fees.
 A duplicate copy of this sheet is enclosed.

c. ☒ The Commissioner is hereby authorized to charge any additional fees which may be required, or credit any
 overpayment to Deposit Account No. 02-2448.

NOTE: Where an appropriate time limit under 37 CFR 1.494 or 1.495 has not been met, a petition to revive (37 CFR 1.137(a) or (b)) must be filed and granted to restore the application to pending status.

Send all correspondence to:
Birch, Stewart, Kolasch & Birch, LLP or Customer No. 2292
 P.O. Box 747
 Falls Church, VA 22040-0747
 (703)205-8000

Date: June 13, 2001

By 
 Raymond C. Stewart, #21,066

531 Feb 1967

PATENT

Before line 1, insert --This application is the national phase under 35 U.S.C. § 371 of PCT International Application No. PCT/JP00/06787 which has an International filing date of September 29, 2000, which designated the United States of America and was not published in English.

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IN THE CLAIMS:

Please amend the claims as follows:

5. (Amended) A hybrid inflator according to claim 3, wherein the fuel is guanidine derivatives.

6. (Amended) A hybrid inflator according to claim 3, wherein the fuel is a non-azide organic compound except the nitramine compounds.

7. (Amended) A hybrid inflator according to claim 1, wherein a pressure index of the gas generating agent is less than 0.8.

8. (Amended) A hybrid inflator according to claim 1, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

13. (Amended) A hybrid inflator according to claim 11, wherein the fuel is guanidine derivative.

14. (Amended) A hybrid inflator according to claim 11, wherein the fuel is a non-azide organic compound except the nitramine compounds.

15. (Amended) A hybrid inflator according to claim 9, wherein a pressure index of the gas generating agent is less than 0.8.

16. (Amended) A hybrid inflator according to claim 9, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

20. (Amended) A hybrid inflator according to claim 1, wherein the inflator housing is made of high strength steel.

22. (Amended) A hybrid inflator according to claim 1, wherein the gas generating means is kept in a normal pressure atmosphere.

23. (Amended) A hybrid inflator according to claim 1, wherein the gas generating means is formed in a perforated cylindrical shape.

24. (Amended) An air bag apparatus provided with an activating signal outputting means comprising an impact sensor and a control unit, and a module case in which the hybrid inflator according to claim 1 and an air bag are stored.

REMARKS

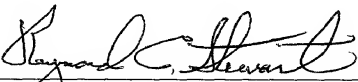
The claims have been amended to delete the improper multiple dependencies in order to place the application into better form prior to examination.

Entry of the above amendments is earnestly solicited. An early and favorable first action on the merits is earnestly solicited.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 02-2448 for any additional fees required under 37 C.F.R. § 1.16 or under 37 C.F.R. § 1.17; particularly, extension of time fees.

Respectfully submitted,

BIRCH, STEWART, KOLASCH & BIRCH, LLP

By 
Raymond C. Stewart, #21,066

RCS/tf
425-0842P

P.O. Box 747
Falls Church, VA 22040-0747
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Attachments

(Rev. 03/27/01)

VERSION WITH MARKINGS TO SHOW CHANGES MADE

The specification has been amended to provide cross-referencing to the International Application.

The claims have been amended as follows:

5. (Amended) A hybrid inflator according to [claim 3 or 4]claim 3, wherein the fuel is guanidine derivatives.

6. (Amended) A hybrid inflator according to [claim 3 or 4]claim 3, wherein the fuel is a non-azide organic compound except the nitramine compounds.

7. (Amended) A hybrid inflator according to [any one of claims 1 to 6]claim 1, wherein a pressure index of the gas generating agent is less than 0.8.

8. (Amended) A hybrid inflator according to [any one of claims 1 to 7]claim 1, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

13. (Amended) A hybrid inflator according to [claim 11 or 12] claim 11, wherein the fuel is guanidine derivative.

14. (Amended) A hybrid inflator according to [claim 11 or 12] claim 11, wherein the fuel is a non-azide organic compound except the nitramine compounds.

15. (Amended) A hybrid inflator according to [any one of claims 9 to 14] claim 9, wherein a pressure index of the gas generating agent is less than 0.8.

16. (Amended) A hybrid inflator according to [any one of claims 9 to 15] claim 9, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

20. (Amended) A hybrid inflator according to [any one of claims 1 to 19] claim 1, wherein the inflator housing is made of high strength steel.

22. (Amended) A hybrid inflator according to [any one of claims 1 to 21] claim 1, wherein the gas generating means is kept in a normal pressure atmosphere.

13. (Amended) A hybrid inflator according to [claim 11 or 12] claim 11, wherein the fuel is guanidine derivative.

14. (Amended) A hybrid inflator according to [claim 11 or 12] claim 11, wherein the fuel is a non-azide organic compound except the nitramine compounds.

15. (Amended) A hybrid inflator according to [any one of claims 9 to 14] claim 9, wherein a pressure index of the gas generating agent is less than 0.8.

16. (Amended) A hybrid inflator according to [any one of claims 9 to 15] claim 9, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

20. (Amended) A hybrid inflator according to [any one of claims 1 to 19] claim 1, wherein the inflator housing is made of high strength steel.

22. (Amended) A hybrid inflator according to [any one of claims 1 to 21] claim 1, wherein the gas generating means is kept in a normal pressure atmosphere.

2/PRTS

09/857891

531 Rec'd PCT

13 JUN 2001

Description

HYBRID INFLATOR

Technical Field

The present invention relates to an inflating-type safety system of motor vehicles, and more particularly to a hybrid inflator capable of inflating an air bag rapidly and being made more compact and lighter, and an air bag apparatus using the same inflator.

Prior Art

With the development of an inflator for an inflating-type safety system of motor vehicles, a hybrid inflator using both a pressurized gas and a solid gas generating agent is attracting attention. A main design requirement for the hybrid inflator is that the inflator inflates an air bag by a predetermined volume in a predetermined time so that the air bag is effectively activated. Various proposals concerning a structure to meet the requirement have heretofore been made. As the prior arts, there have been known JP-A No. 8-282427, EP No. 0844148, USP No. 5,351,988, USP No.5,882,036, USP No.5,851,027, USP No.3,868,124 and USP No. 3,758,131, etc..

Further, since the hybrid inflator is manufactured to be installed in the motor vehicle, the weight of the inflator, which have influence upon the weight of the motor vehicle, particularly constitutes an important design requirement

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therefor, so that it is required to consider such points.

However, in the conventional hybrid inflator using a pressurized gas together with a solid gas generating agent, the design requirement mentioned above can not be sufficiently satisfied in some cases. For example, in the case of the structure in which an internal pressure is increased by utilizing a heat generated due to a combustion of the solid gas generating agent and an air bag is expanded by pressing out the pressurized gas, it is necessary to increase a thickness of the housing in order to increase a pressure resistance. Further, in the case that the oxygen is contained in the pressurized gas, there is a problem such that the weight is increased by the oxygen. Further, there is a hybrid inflator structured such that the oxygen is not contained in the pressurized gas by utilizing the gas generating agent in perchlorate system, however, in this case, there is a problem such that fine particles which are harmful to a passenger are generated due to the combustion of the gas generating agent. Further, the conventionally employed solid gas generating agent is mainly of a gun type such as RDX.

Disclosure of Invention

An object of the present invention is to provide a hybrid inflator being made more compact and lighter without deteriorating a function as an inflator and guaranteeing a high safety, and an air bag apparatus using the same.

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The present invention provides, as one solving means, a hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, which comprises an inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of the inflator housing is filled with a pressurized medium containing an inert gas and no oxygen, the gas generator has one or two or more gas generating chambers including a gas generating means, and a molar ratio (A/B) between an amount (A moles) of the pressurized medium and an amount (B moles) of gas generated due to combustion of the gas generating means is between $8/2$ and $1/9$.

It is possible to reduce a charged amount of the pressurized medium by adjusting the molar ratio between the amount of the pressurized medium charged inside the hybrid inflator and the amount of the gas generated due to the combustion of the gas generating agent. Accordingly, even in the case of reducing a capacity of the housing (that is, reducing a length and/or a width (a diameter) of the housing), the charged pressure of the pressurized medium (the internal pressure of the housing) does not have to be increased, and it can be maintained under the same pressure as that before reducing the capacity.

The ratio A/B is preferably set to $8/2$ to $3/7$. In this case, in the hybrid inflator according to the present invention, the weight ratio (a/b) between the weight (a) of the pressurized

medium and the weight (b) of the gas generating means is set to 0.1 to 0.7, and preferably set to 0.5 to 5.

In the above hybrid inflator, desirably, the pressurized medium does not contain the oxygen so as to achieve more effectively the operation and effect mentioned above. And further, it is desirable to use the gas generating agent containing a fuel and an oxidizing agent as the gas generating means. Still, it is preferable to use the gas generating agent containing a fuel, an oxidizing agent and a slug-forming agent as the gas generating means because, in addition to the operation and effect mentioned above, generation of the fine particles which are harmful to the passenger can be suppressed.

Further, the above hybrid inflator can be structured such that a pressure index at combustion of the gas generating means defined by the following formula $rb = \alpha P^n$ (in the formula, rb: burning rate, α : coefficient, P: pressure, n: pressure index) is less than 0.8. The pressure index (n) is preferably set to 0.1 to 0.8, and more preferably to 0.1 to 0.7.

In this case, the pressure index n is obtained in accordance with two formulas, $rb_1 = \alpha P_1^n$ and $rb_2 = \alpha P_2^n$, after measuring the burning rate rb1 in a tank having a pressure P_1 (70 kg/cm²) and measuring the burning rate rb2 within a tank having a pressure P_2 (100 kg/cm²).

By setting the pressure index (n) to be less than 0.8 in this manner, the burning rate at the initial stage of the combustion of the gas generating means can be prevented from

rapidly increasing, and therefore, an increase of the housing internal pressure is small. Accordingly, even in the case of reducing the thickness of the housing, a sufficient pressure resistance can be maintained. Further, since the combustion of the gas generating means is stably performed due to the small increase of the housing internal pressure (that is, the change of the internal pressure is small), a combustion residue of the gas generating means is never generated.

Further, the present invention provides, as another solving means, a hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, which comprises an inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of the inflator housing is filled with a pressurized medium containing an inert gas, the gas generator has one or two or more gas generating chambers including a gas generating means, the pressurized medium contains no oxygen, and the gas generating means contains a fuel and an oxidizing agent.

Further, the present invention provides, as still another solving means, a hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, which comprises an inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of the inflator housing is filled with a pressurized medium containing an inert gas,

the gas generator has one or two or more gas generating chambers including a gas generating means, the pressurized medium contains no oxygen, and a pressure index at the combustion of the gas generating means defined by the following formula $rb = \alpha P^n$ (in the formula, rb : burning rate, α : coefficient, P : pressure, n : pressure index) is burnt is less than 0.8.

The pressurized medium used in the hybrid inflator according to the present invention comprises an inert gas and substantially contains no oxygen. As the inert gas, for example, argon and helium can be used, and, additionally, nitrogen can be used together. Accordingly, the inert gas in the present invention contains the nitrogen. The argon works so as to promote a thermal expansion of the pressurized medium, and a leakage of the pressurized medium can be easily detected if the helium is contained, so that, preferably, defective inflators can be prevented from being distributed. The charged pressure of the pressurized medium is set to 10,000 to 70,000 kPa and preferably 20,000 to 60,000 kPa.

And, the present invention provides, as still another solving means, a hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, which comprises an inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of the inflator housing is filled with a pressurized medium, the gas generator has one or two or more gas generating chambers including a gas

generating means, and a molar ratio (A/B) between an amount (A moles) of the pressurized medium and an amount (B moles) of gas generated due to a combustion of the gas generating means is between 8/2 and 1/9.

In this invention, the ratio A/B is preferably set to 8/2 to 3/7, the weight ratio (a/b) between the weight (a) of the pressurized medium and the weight (b) of the gas generating means is set to 0.1 to 7, and preferably set to 0.5 to 5. Further, preferably, the pressurized medium does not contain the oxygen, however, in order to promote the combustion of the gas generating agent, oxygen can be contained in the pressurized medium. An amount of the oxygen to be added is preferably set to be not more than 10 moles %, and more preferably set to be not more than 5 moles %.

Further, in the above hybrid inflator, a pressure index at combustion of the gas generating means defined by the following formula $rb = \alpha P^n$ (in the formula, rb: burning rate, α : coefficient, P: pressure, n: pressure index) is less than 0.8. The pressure index (n) is preferably set to 0.1 to 0.8, and more preferably to 0.1 to 0.7.

Further, in the hybrid inflator mentioned above, the charged pressure of the pressurized medium is set to 10,000 to 70,000 kPa, and more preferably 20,000 to 60,000 kPa.

In the above hybrid inflator according to the present invention, as the gas generating means, a gas generating agent, obtained by mixing compositions containing a fuel and an

oxidizing agent, or alternatively a fuel, an oxidizing agent and a slug-forming agent with a bonding agent if required and forming in a desired shape, can be used.

In the hybrid inflator according to the present invention, it is preferable to use the gas generating agent in a perforated cylindrical shape having one or two or more through holes or non-through holes. By using the gas generating agent in the perforated cylindrical shape, the combustion of the gas generating agent can be promoted, and thereby, an operating performance of the hybrid inflator can be improved.

In the gas generating agent formed in the perforated cylindrical shape, an outer diameter (R), an inner diameter (d) and a length (L) can be suitably set in a range applicable to the hybrid inflator. In the case of an agent formed in a single-perforated cylindrical shape having one through hole, it is preferable that the outer diameter is not more than 6 mm and a ratio (L/W) of a length with respect to a thickness (W) $[(R - d)/2]$ is not less than 1. In the case of an agent formed in a porous cylindrical shape having at least two through holes, it is preferable that an outer diameter is not more than 60 mm and a ratio (L/W) of a length with respect to a width (W) (in the case that a plurality of holes are uniformly arranged, a distance between the holes, and in the case that they are not uniformly arranged, the average of the respective distances) is not less than 1. Further, in the case of an agent having one or two or more non-through holes, it is preferable

that the outer diameter is not more than 60 mm, a ratio (L/W) of the length with respect to the thickness (W) (having the same definition as that of the above agent formed in the porous cylindrical shape) is not less than 1, and a ratio (W'/W) between a thickness W' of the non-through hole portion (a distance between the bottom portion of the non-through hole and the bottom portion of the cylindrical agent) and the thickness (W) is set to 0.5 to 2.

In the gas generating agent, the gas generated due to the combustion thereof serves for expanding and developing the air bag together with the pressurized medium. Particularly, in the present invention, an amount of mist discharged from the inflator can be widely reduced by using the gas generating agent containing the slug-forming agent.

It is preferable that the gas generating means contains non-azide organic compound except nitramine compounds as a fuel, however, there can be mentioned propellant compounds, as a composition containing the nitramine compounds, disclosed in the specification of USP No. 5,507,891 and indicated in the claims. An example thereof can include a compound containing cyclotrimethylene trinitramine (RDX) and cyclotetramethylene tetraanitramine (HMX). Further, in addition, there can be mentioned the propellant disclosed in JP-A No. 8-282427 and indicated in the claims, for example, a secondary explosive and a binder system described in claim 32. As the secondary explosive, the RDX, HMX, PETN, TAGN or the like described in

claim 34 in the same Laid-Open print can be mentioned, and as the binder system, a composition containing the bonding agent such as CA, CAB, CAP, EC, PVA or the like described in claims 37 and 38 can be mentioned.

As the fuel containing the non-azide organic compound except the nitramine compounds, the following a nitrogen-containing compound can be used. Examples thereof can be one or a mixture of at least two selected from triazole derivatives, tetrazole derivatives, guanidine derivatives, azodicarbonamide derivatives, hydrazine derivatives. Specific examples thereof can include 5-oxo-1,2,4-triazole, tetrazole, 5-aminotetrazole, 5,5-bi-1H-tetrazole, guanidine, nitroguanidine, cyanoguanidine, triaminoguanidine nitrate, guanidine nitrate, guanidine carbonate, biuret, azodicarbonamide, carbohydrazide, carbohydrazide nitrate complex, oxalic acid dihydrazide, hydrazine nitrate complex.

Preferably, the fuel can be one or two or more selected from guanidine derivative such as nitroguanidine (NQ), guanidine nitrate salt (GN), guanidine carbonate, amino nitroguanidine, amino guanidine nitrite, amino guanidine carbonate, diamino guanidine nitrite, diamino guanidine carbonate, and triamino guanidine nitrite, however, it is not limited to these of course.

As the oxidizing agent, one or at least two selected from a group comprising strontium nitrate, potassium nitrate, ammonium nitrate, potassium perchlorate, copper oxide,

ferrous oxide, a basic copper nitrate are preferably used.

A preferable amount of the oxidizing agent is 10 to 80 parts by weight, and more preferably, 20 to 50 parts by weight with respect to 100 parts by weight of the fuel.

As the slug-forming agent, one or at least two selected from a group comprising acid clay, talc, bentonite, diatomaceous earth, kaolin, silica, alumina, sodium silicate, silicon nitride, silicon carbide, hydrotalsite, and a mixture thereof are preferably used.

A preferable amount of the slug-forming agent is 0 to 50 parts by weight, and more preferably, 1 to 10 parts by weight with respect to 100 parts by weight of the fuel.

As the bonding agent, one or at least two selected from a group comprising sodium salt of sodium carboxymethylcellulose, hydroxyethyl cellulose, starch, polyvinyl alcohol, guar gum, microcrystal cellulose, polyacrylamide, calcium stearate are preferably used.

A preferable amount of the bonding agent is 0 to 30 parts by weight, and more preferably, 3 to 10 parts by weight with respect to 100 parts by weight of the fuel.

Further, the present invention is characterized by that a gun type gas generating agent having a pressure index (n) not less than 0.8, for example, RDX or the like is not used, but instead, the above gas generating agent having a pressure index (n) of less than 0.8 is used.

Further, in the hybrid inflator according to the present

invention, the inflator housing can be formed by high strength steels, and in this case, it is possible to use the high strength steels having a tensile strength not less than 60 kg/mm^2 , preferably 80 to 105 kg/mm^2 .

As mentioned above, since a pressure resistance can be improved by forming the inflator housing with the high strength steels, a thickness of the housing can be made thinner so as to reduce the capacity.

The present invention can be applied to a gas generator having a single gas generating chamber including a gas generating means (single type), a gas generator having two gas generating chambers (dual type) or a gas generator having three or more gas generating chambers. An arrangement of two or more gas generating chambers is not particularly limited, for example, in the case of having two gas generating chambers, the structure can be made such that two gas generating chambers are arranged in series and adjacently in the longitudinal direction, that two chambers are arranged in series and apart from each other in the longitudinal direction, that two chambers are arranged in parallel and adjacently in the width-direction, and that two chambers are arranged in parallel and apart from each other in the width-direction. And, the arrangement in parallel in the width-direction includes the arrangement such that two combustion chambers are concentrically arranged and one gas generating chamber is defined outside the other gas generating chamber and the

arrangement such that two gas generating chambers, having a widthwise semicircular cross sectional shape, are arranged in the width-direction.

In the hybrid inflator mentioned above, the structure can be made such that the gas generating means is kept under the normal pressure atmosphere. It is preferable to keep the gas generating means not under the pressurized atmosphere but under the normal pressure atmosphere because the gas generating means can be hardly deteriorated due to the pressure in a long period of time. In the case of being deteriorated due to the pressure, the gas generating means may be easily broken at combustion in some cases.

In the present invention mentioned above, the "gas generator" means the one having a gas generating function such that a high temperature combustion gas is generated due to a combustion of the gas generating means (the gas generating agent) in the gas generating chamber so as to flow the high temperature combustion gas into the inflator housing. And, the hybrid inflator includes the gas generator inside the inflator housing, the "inflator" means the one having a function such that the pressurized medium existing inside the inflator housing but outside the gas generator is made flow out to the external by means of the action of the high- temperature combustion gas flowing out of the gas generator so as to inflate a material to be inflated such as an air bag or the like. Further, the "hybrid" means using in combination of the high-temperature

combustion gas generated due to the combustion of the gas generating agent and the pressurized medium.

Further, the present invention provides an air bag apparatus comprising an activation signal outputting means including an impact sensor and a control unit, and a module case in which the hybrid inflator and the air bag are stored.

The hybrid inflator according to the present invention adjusts a molar ratio between an amount of pressurized medium and an amount of gas generated due to the combustion of the gas generating agent, further adjusts a composition of the pressurized medium and the gas generating agent and/or improves a pressure resistance by using high strength steels, thereby making the inflator more compact and lighter than the conventional one.

Brief Description of the Drawings

Fig. 1 is a vertical cross sectional view showing one embodiment of a hybrid inflator according to the present invention; and

Fig. 2 is a vertical cross sectional view showing another embodiment of a hybrid inflator according to the present invention.

Description of Reference Numerals

- 100 Hybrid Inflator
- 102 Inflator Housing

110 Gas Generator
120 Gas Generating Chamber
122 Gas Generating Agent
130 Igniter
132 Booster
140 Diffuser
142 Diffuser Port
148 Main Rupturable Disk
150 Stud Bolt

Preferred Embodiment of the Present Invention

A description will be in detail given below of the present invention with reference to the accompanying drawings showing one embodiment according to the present invention. Fig. 1 is a vertical cross sectional view of a hybrid inflator 100 having a single gas generating chamber in its longitudinal direction thereof.

An inflator housing 102 is composed of a cylindrical container and is formed by high strength steels. A pressurized medium of an inert gas (Ar, Ne and N₂) containing no oxygen is charged in an inner space 103 of the inflator housing 102 under a desired pressure. The pressurized medium is normally charged from a thin hole 106 formed in a boss 104 which is connected to one end side of the inflator housing 102, and the thin hole is closed by a seal pin 108 after charging the pressurized medium.

The gas generator 110 has a single gas generating chamber 120 defined by a cylindrical gas generator housing 112, a partition wall 114 and a partition wall 116 which also function as adjusting an amount of agents, and a gas generating agent 122 comprising desired amounts of a fuel and an oxidizing agent is charged inside the gas generating chamber 120. A desired number of communicating holes 124 are formed on the housing 112, and a filter/screen may be provided, if required, inside the gas generating chamber 120 on the communication holes 124. Since the pressurized medium flows into the gas generating chamber 120 through the communication holes 124, the inside of the gas generating chamber 120 is kept at the same pressure as that of the inner space 103 of the inflator housing 102.

An ignition means is connected to the gas generator 110 in one end of the inflator housing 102, the ignition means includes an igniter 130 and a booster (a transfer charge) 132 charged in a booster cup to be ignited and burnt upon the activation of the igniter, and a rupturable disk 134 is provided between the igniter 130 and the booster 132. Reference numeral 136 denotes an initiator collar for fixing the igniter to the boss 104.

A diffuser 140 is connected to the other end of the inflator housing 102, and the diffuser 140 has a plurality of diffuser ports 142 for feeding the pressurized medium to the air bag and diffuser screens 144 and 146 for removing fine particles. The diffuser 140 is provided with a main rupturable

disk 148 on the inside of the inflator and a stud bolt 150 which is fixed on the outer surface side by welding to connect to the air bag module.

In the hybrid inflator 100 shown in Fig. 1, a molar ratio (A/B) between an amount of the pressurized medium (A moles) and an amount of the gas generated due to the combustion of the gas generating agent 122 (B moles) is set to 8/2 to 1/9, and further, a pressure index (n) is set to be less than 0.8. Further, a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating agent is set to 0.1 to 7.

Accordingly, when the gas generating agent 122 is burnt upon the activation of the igniter 130 and the ignition of the booster 132, an excessive increase of the internal pressure can be prevented. Further, the gas generated due to the combustion of the gas generating agent 122 flows into the inner space 103 through the communicating hole 124, increases the internal pressure together with the pressurized medium, and breaks the main rupturable disk 148. Thereafter, the pressurized medium and the generated gas are injected from the diffuser port 142 and applied so as to inflate and develop the air bag.

Next, a description will be given of a hybrid inflator 200 shown in Fig. 2. Since the hybrid inflator 200 has the same structure and the same operation as those of the hybrid inflator 100 shown in Fig. 1 except having a second gas generating

chamber 220 in addition to the first gas generating chamber 120 corresponding to the gas generating chamber 120 in the hybrid inflator 100 shown in Fig. 1, and also having a first igniter 130 and a second igniter 230 respectively connected thereto, the same reference numerals are attached to the same elements as those shown in Fig. 1, and a description thereof will be omitted.

The second gas generating chamber 220 is defined by the cylindrical gas generator housing 112, the partition wall 116 and the boss 104, and a second igniter 230 is connected via a second rupturable disk 234. In this case, reference numeral 222 denotes a second gas generating agent, reference numeral 224 denotes a communicating hole, reference numeral 122 denotes a first gas generating agent, and reference numeral 134 denotes a first rupturable disk.

In the hybrid inflator according to the above embodiment, the structure can be made such that the gas generating agent is not kept in the pressurized medium but in the normal pressure atmosphere. An example of such a hybrid inflator can be one in which a diffuser is arranged between a space where the pressurized medium exists (this space is called as a "pressurized medium charged chamber") and the gas generating chamber, and the pressurized medium charged chamber and the diffuser are completely sectioned by the partition wall and the rupturable disk, so as to maintain the inside of the pressurized medium charged chamber at a pressurized atmosphere

and maintain the inside of the gas generating chamber at a normal pressure atmosphere. In this hybrid inflator, when the rupturable disk is broken due to the combustion of the gas generating agent in the gas generating chamber, the pressurized medium in the pressurized medium charging chamber is discharged from the diffuser through the broken rupturable disk, and thereby inflating an air bag.

The air bag apparatus according to the present invention is provided with activating signal outputting means comprising an impact sensor and a control unit, and a module case within which the hybrid inflator and the air bag are accommodated. For example, the hybrid inflator 100 shown in Fig. 1 is connected to the activating signal outputting means (the impact sensor and the control unit) in the igniter 130 side, and is connected and fixed into the module case to which the air bag is mounted, by screwing a stud bolt 150.

The hybrid inflator according to the present invention can be suitably modified in a normal manner by those skilled in the art with respect to the other constituting elements than the elements mentioned above. Accordingly, the means for breaking the main rupturable disk 148 can be modified to the other means such as known mechanical breaking means, for example, a structure using a sharp-shaped projectile, and electrical breaking means, for example, a structure using an igniter for a rupturable disk, in addition to the means utilizing a gas pressure.

Examples

A description will be in more detail given below of the present invention on the basis of examples, however, the present invention is not limited to these. In this case, the gas generating agent used in the below was formed in a cylindrical shape with a single hole and having the outer of diameter 5.4 mm, the inner diameter of 0.7 mm and the length of 5 mm.

Example 1

The hybrid inflator 100 in an aspect shown in Fig. 1 was manufactured. Details were as follows.

The inflator housing 102 was produced by using high strength steel (a tensile strength of 90 kg/mm²). The pressurized medium was 2.6 moles (100 g) of an argon and helium mixed gas [Ar : He = 96 : 4 (molar ratio)] (internal pressure of 32000 kPa), and the gas generating agent was 40 g (corresponding to 1.0 moles of the generated gas) of a composition comprising nitroguanidine, strontium nitrate, carboxymethyl cellulose and Japanese acid clay (34 : 50 : 9 : 7), at A/B = 7.2/2.8. A weight ratio (a/b) between the pressurized medium and the gas generating agent was 2.5. Accordingly, 3.6 moles of gas could be totally utilized at the activation, and the total weight of the pressurized medium and the gas generating agent before the activation was 140 g. In this case, the pressure index (n) of the gas generating agent

was 0.6.

The hybrid inflator 100 constituted by the structure mentioned above had the diameter of 59 mm, the length of 156 mm (a length except the stud bolt 150 and the length of the stud bolt 150 was 20 mm). The thickness of the inflator housing 102 was 2.5 mm, and the total weight was 1,100 g. As a result of activating such a hybrid inflator 100, the internal pressure was 44,100 kPa.

Comparative Example 1

The hybrid inflator 100 in an aspect shown in Fig. 1 was manufactured. Details were as follows.

The inflator housing 102 was produced by using the normal steel (a tensile strength is 40 kg/mm^2). The pressurized medium was 3.6 moles (140 g) of an argon and helium mixed gas [O_2 : Ar : He = 20 : 76 : 4 (molar ratio)] (the internal pressure was 32,000 kPa), and the gas generating agent was 8 g (corresponding to 0.39 moles of the generated gas) of a composition comprising RDX and polyacrylic ester elastomer, at A/B = 9.2/1. A weight ratio (a/b) between the pressurized medium and the gas generating agent was 17.5. The pressurized medium and the generated gas of the gas generating agent reacted with each other at the time of activation, thereby totally becoming 3.78 moles. The gas generating agent could generate heat sufficient to utilize all of 3.78 moles of gas for inflating the air bag. Accordingly, the total weight of the pressurized medium and the gas generating agent became 147 g.

In this case, the pressure index (n) of the gas generating agent was 1.0.

In the hybrid inflator 100 constituted by the above structure, a thickness of the inflator housing was set to 3.3 mm in order to secure an actual pressure tightness, and thereby, a diameter became 60.6 mm. Further, since the pressurized medium was charged a lot, in order to obtain the same pressure as that of Example 1, the length thereof was 178.7 mm (a length except the stud bolt 150 which length was 20 mm), and the total weight of the hybrid inflator was 1,680 g. As a result of activating the hybrid inflator 100, the internal pressure was 58,800 kPa.

Example 2

The hybrid inflator 100 having the same structure as that of the example 1 was manufactured. In this case, the internal capacity was set to 0.16 L and the capacity of the gas generator storing the gas generating agent was adjusted so as to store the amount of the used gas generating agent. The other constituting elements were as follows.

Pressurized medium: 1.6 moles (62 g) of mixed gas of argon and helium [Ar : He = 96 : 4 (molar ratio)] (the internal pressure 32,000 kPa)

Gas generating agent: 80 g (the generated gas of 2.0 moles) of the same agent as that of the Example 1

$$A/B : 1.6/2.0$$

$$A/b : 62/80 = 0.775$$

Total gas amount at a time of activating : 3.6 moles

As a result of activating the hybrid inflator, the internal pressure was 68,000 kPa.

Example 3

The hybrid inflator was manufactured in the same manner as that of the example 2 except that the gas generator was composed of a pressure resisting container and the gas generating chamber in which the gas generating agent had been stored was set to the normal pressure. In this case, in order to keep the gas generating chamber at the normal pressure, the rupturable disk was provided between the gas generating chamber and the inflator housing. As a result of activating such a hybrid inflator, substantially the same result as that of the example 2 could be obtained.

Example 4

A dual-type hybrid inflator 200 shown in Fig. 2 was manufactured. Details were as follows.

The inflator housing 102 was produced by using high strength steel (a tensile strength is 90 kg/mm^2). The pressurized medium was 2.6 moles (100 g) of an argon and helium mixed gas [Ar : He = 96 : 4 (molar ratio)] (internal pressure is 32,000 kPa), and the gas generating agent was respectively 20 g of a composition comprising nitroguanidine, strontium nitrate, carboxymethyl cellulose and Japanese acid clay (34 : 50 : 9 : 7), at A/B = 7.2/2.8, for the first gas generating chamber and the second gas generating chamber (total 40 g

corresponded to 1.0 moles of the generated gas). A weight ratio (a/b) between the pressurized medium and the gas generating agent was 2.5. Accordingly, 3.6 moles of gas could be totally utilized at a time of activating, and the total weight of the pressurized medium and the gas generating agent before the activation was 140 g. In this case, the pressure index (n) of the gas generating agent was 0.6.

The hybrid inflator 200 constituted by the above structure had the diameter of 59 mm, the length of 156 mm (a length except the stud bolt 150 which length is 20 mm). And the thickness of the inflator housing 102 was 2.5 mm, and the total weight was 1,200 g. As a result of activating the hybrid inflator 200 by a simultaneous ignition of the first and second igniters, the internal pressure became 48,000 kPa.

Example 5

In the example 1, the hybrid inflator is manufactured in the same manner as that of Example 1, except that the pressurized medium was the mixed gas of argon, oxygen and helium [Ar : O₂ : He = 93 : 3 : 4 (molar ratio)]. As a result of activating the hybrid inflator, the same result as that of the example 1 could be obtained except the matter that partly generated CO and H₂ were converted into CO₂ and H₂O.

Claims

1. A hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, comprising an inflator housing, a gas generator installed in the inflator housing, an ignition means connected to the gas generator, wherein the interior of said inflator housing is filled with a pressurized medium, the gas generator has one or two or more gas generating chambers storing a gas generating means, and a molar ratio (A/B) between an amount (A moles) of the pressurized medium and an amount (B moles) of a gas generated due to combustion of the gas generating means is between $8/2$ and $1/9$.

2. A hybrid inflator according to claim 1, wherein the ratio A/B is set to $8/2$ to $3/7$.

3. A hybrid inflator according to claim 1 or 2, wherein the gas generating means is a gas generating agent including a fuel and an oxidizing agent.

4. A hybrid inflator according to claim 1 or 2, wherein the gas generating means is a gas generating agent including a fuel, an oxidizing agent and a slug-forming agent.

5. A hybrid inflator according to claim 3 or 4, wherein the fuel is guanidine derivatives.

6. A hybrid inflator according to claim 3 or 4, wherein the fuel is a non-azide organic compound except the nitramine compounds.

7. A hybrid inflator according to any one of claims 1

to 6, wherein a pressure index of the gas generating agent is less than 0.8.

8. A hybrid inflator according to any one of claims 1 to 7, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

9. A hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, comprising an inflator housing, a gas generator installed in the inflator housing, an ignition means connected to the gas generator, wherein the interior of said inflator housing is filled with a pressurized medium containing an inert gas and no oxygen, the gas generator has one or two or more gas generating chambers storing a gas generating means, and a molar ratio (A/B) between an amount (A moles) of the pressurized medium and an amount (B moles) of a gas generated due to combustion of the gas generating means is between 8/2 and 1/9.

10. A hybrid inflator according to claim 9, wherein the ratio A/B is set to 8/2 to 3/7.

11. A hybrid inflator according to claim 9 or 10, wherein the gas generating means is a gas generating agent including a fuel and an oxidizing agent.

12. A hybrid inflator according to claim 9 or 10, wherein the gas generating means is a gas generating agent including a fuel, an oxidizing agent and a slug-forming agent.

13. A hybrid inflator according to claim 11 or 12,

wherein the fuel is guanidine derivative.

14. A hybrid inflator according to claim 11 or 12, wherein the fuel is a non-azide organic compound except the nitramine compounds.

15. A hybrid inflator according to any one of claims 9 to 14, wherein a pressure index of the gas generating agent is less than 0.8.

16. A hybrid inflator according to any one of claims 9 to 15, wherein a weight ratio (a/b) between a weight (a) of the pressurized medium and a weight (b) of the gas generating means is set to 0.1 to 7.

17. A hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, comprising an inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of said inflator housing is filled with a pressurized medium containing an inert gas, the gas generator has one or two or more gas generating chambers including a gas generating means, said pressurized medium does not contain an oxygen, and said gas generating means is a gas generating agent including a fuel and an oxidizing agent.

18. A hybrid inflator according to claim 17, wherein the gas generating means is a gas generating agent including a fuel, an oxidizing agent and a slug-forming agent.

19. A hybrid inflator for an inflating-type safety system of vehicles provided with an air bag, comprising an

inflator housing, a gas generator installed in the inflator housing, an ignition means chamber connected to the gas generator, wherein the interior of said inflator housing is filled with a pressurized medium containing an inert gas, the gas generator has one or two or more gas generating chambers storing a gas generating means, the pressurized medium contains no oxygen, and a pressure index of the gas generating means is less than 0.8.

20. A hybrid inflator according to any one of claims 1 to 19, wherein the inflator housing is made of high strength steel.

21. A hybrid inflator according to claim 20, wherein the high strength steels has a tensile strength of being not less than 60 kg/mm^2 .

22. A hybrid inflator according to any one of claims 1 to 21, wherein the gas generating means is kept in a normal pressure atmosphere.

23. A hybrid inflator according to any one of claims 1 to 22, wherein the gas generating means is formed in a perforated cylindrical shape.

24. An air bag apparatus provided with an activating signal outputting means comprising an impact sensor and a control unit, and a module case in which the hybrid inflator according to any one of claims 1 to 23 and an air bag are stored.

Abstract

The invention provides a hybrid inflator which is made more compact and lighter. An excessive internal pressure increase at a time of activation is prevented by setting a molar ratio (A/B) between a pressurized medium (A moles) charged in a housing 102 and an amount of a gas (B moles) generated due to combustion of a gas generating agent 122 to 8/2 to 1/9.

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Drawings

Fig. 1

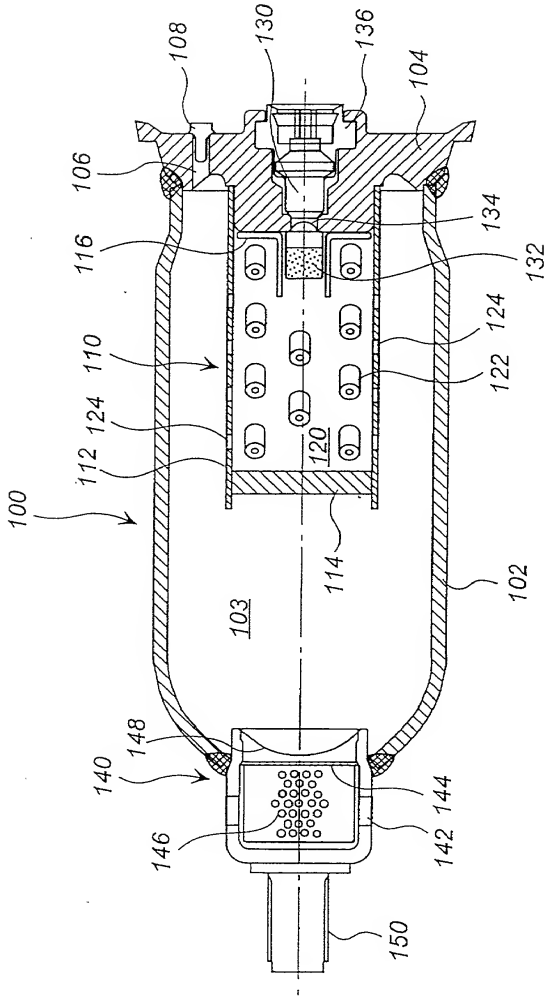
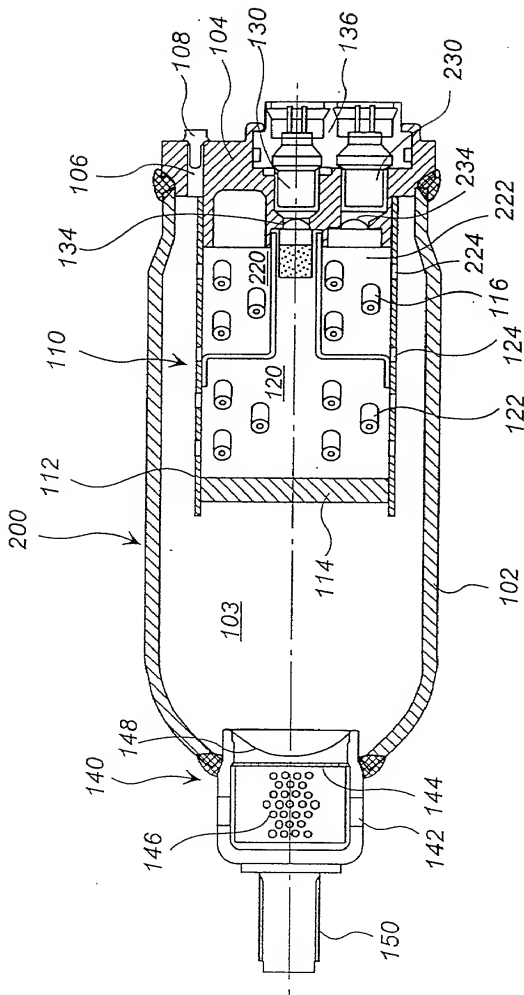


FIG. 1

Fig. 2



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Insert Title: **HYBRID INFLATOR**

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International Application Number PCT/JP00/06787; and was
amended under PCT Article 19 on _____ (if applicable)

I hereby state that I have reviewed and understand the contents of the above identified specification, including the claims, as amended by any amendment referred to above.

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Insert Priority
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Prior Foreign Application(s)

<u>11-281509</u> (Number)	<u>Japan</u> (Country)	<u>Oct. 1, 1999</u> (Month/Day/Year Filed)
<u>2000-288951</u> (Number)	<u>Japan</u> (Country)	<u>Sep. 22, 2000</u> (Month/Day/Year Filed)
<u>2000-290236</u> (Number)	<u>Japan</u> (Country)	<u>Sep. 25, 2000</u> (Month/Day/Year Filed)
_____ (Number)	_____ (Country)	_____ (Month/Day/Year Filed)
_____ (Number)	_____ (Country)	_____ (Month/Day/Year Filed)
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Priority Claimed

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<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> Yes	<input type="checkbox"/> No
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_____	_____	_____
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GIVEN NAME	FAMILY NAME	INVENTOR'S SIGNATURE	DATE*
Nobuyuki	KATSUDA	<i>Nobuyuki Katsuda</i>	May 21, 2001
Residence (City, State & Country)		CITIZENSHIP	
Hyogo, Japan JPX		Japanese	
POST OFFICE ADDRESS (Complete Street Address including City, State & Country)			
4-2-2, Otsucho, Otsu-ku, Himeji-shi, Hyogo, Japan			
GIVEN NAME	FAMILY NAME	INVENTOR'S SIGNATURE	DATE*
Norimasa	HIRATA	<i>Norimasa Hirata</i>	May 21, 2001
Residence (City, State & Country)		CITIZENSHIP	
Hyogo, Japan JPX		Japanese	
POST OFFICE ADDRESS (Complete Street Address including City, State & Country)			
1-16-96, Otsucho, Otsu-ku, Himeji-shi, Hyogo, Japan			
GIVEN NAME	FAMILY NAME	INVENTOR'S SIGNATURE	DATE*
Masayuki	YAMAZAKI	<i>Masayuki Yamazaki</i>	May 21, 2001
Residence (City, State & Country)		CITIZENSHIP	
Hoygo, Japan JPX		Japanese	
POST OFFICE ADDRESS (Complete Street Address including City, State & Country)			
500-342, Kamiyobe, Yobe-ku, Himeji-shi, Hyogo, Japan			
GIVEN NAME	FAMILY NAME	INVENTOR'S SIGNATURE	DATE*
Residence (City, State & Country)		CITIZENSHIP	
POST OFFICE ADDRESS (Complete Street Address including City, State & Country)			
GIVEN NAME	FAMILY NAME	INVENTOR'S SIGNATURE	DATE*
Residence (City, State & Country)		CITIZENSHIP	
POST OFFICE ADDRESS (Complete Street Address including City, State & Country)			

* DATE OF SIGNATURE